

IN THE CLAIMS

1-58. (canceled)

59. (previously presented) A method of remotely controlling a remotely operating vehicle comprising:

accepting entry of a biometric input by a user such that transmission of a wave coded signal is secured; and,

transmitting the wave coded signal to the remotely operating vehicle upon entry of the biometric input, wherein the wave coded signal is configured to cause the remotely operating vehicle to reduce speed.

60. (previously presented) The method of claim 59 wherein the wave coded signal is configured to cause the remotely operating vehicle to stop.

61. (previously presented) A method of remotely controlling a remotely operating vehicle comprising:

accepting entry of a password by a user such that transmission of a wave coded signal is secured; and,

transmitting the wave coded signal to the remotely operating vehicle upon entry of the password, wherein the wave coded signal is configured to cause the remotely operating vehicle to reduce speed.

62. (previously presented) The method of claim 61 wherein the wave coded signal is configured to cause the remotely operating vehicle to stop.

63. (previously presented) A method of remotely controlling a remotely operating vehicle comprising:

accepting a magnetic strip card applied by a user such that transmission of a wave coded signal is secured; and,

transmitting the wave coded signal to the remotely operating vehicle upon application of the magnetic strip card, wherein the wave coded signal is configured to cause the remotely operating vehicle to reduce speed.

64. (previously presented) The method of claim 63 wherein the wave coded signal is configured to cause the remotely operating vehicle to stop.

65. (previously presented) A method by which a vehicle is remotely controlled comprising:

receiving a wave coded signal transmitted from a point remote from the vehicle;

sensing an electronic emission potentially interfering with the wave coded signal;

reducing the speed of the vehicle in response to the wave coded signal; and,

reducing the speed of the vehicle in response to the sensed electronic emission.

66. (previously presented) The method of claim 65 wherein the reducing of the speed of the vehicle in response to the wave coded signal comprises stopping the vehicle in response to the wave coded signal, and wherein the reducing of the speed of the vehicle in response to the sensed electronic emission comprises stopping the vehicle in response to the sensed electronic emission.

67. (previously presented) The method of claim 65 wherein the reducing of the speed of the vehicle in response to the sensed electronic emission comprises

stopping the vehicle in response to the sensed electronic emission.

68. (previously presented) The method of claim 65 wherein the reducing of the speed of the vehicle in response to the wave coded signal comprises stopping the vehicle in response to the wave coded signal.

69. (previously presented) The method of claim 65 wherein the receiving of a wave coded signal transmitted from a point remote from the vehicle comprises receiving the wave coded signal transmitted over a secure link.

70. (previously presented) The method of claim 65 further comprising blinking a warning light of the vehicle in response to the wave coded signal.

71. (previously presented) The method of claim 65 further comprising blinking a warning light of the vehicle in response to the sensed electronic emission.

72. (previously presented) The method of claim 65 wherein the sensing of an electronic emission potentially interfering with the wave coded signal comprises sensing a jamming signal, and wherein the reducing of the speed of the vehicle in response to the sensed electronic emission comprises reducing the speed of the vehicle in response to the sensed jamming signal.

73. (previously presented) The method of claim 65 wherein the sensing of an electronic emission potentially interfering with the wave coded signal comprises sensing electronic noise, and wherein the reducing of the speed of the vehicle in response to the sensed electronic emission comprises reducing the speed of the vehicle in response to the sensed electronic noise.

74. (previously presented) A method by which a vehicle is remotely controlled comprising:

receiving a wave coded signal transmitted from a point remote from the vehicle;

reducing the speed of the vehicle in response to the wave coded signal; and,

temporarily delaying the reducing of the speed of the vehicle in response to an input from an operator of the vehicle.

75. (previously presented) The method of claim 74 wherein the reducing of the speed of the vehicle in response to the wave coded signal comprises stopping the vehicle in response to the wave coded signal, and wherein the temporarily delaying of the reducing of the speed of the vehicle in response to an input from an operator of the vehicle comprises temporarily delaying the stopping of the vehicle in response to an input from an operator of the vehicle.

76. (previously presented) A method for remotely controlling all receiving vehicles within an activation radius comprising:

transmitting a wave coded signal to all of the receiving vehicles in the activation radius;

receiving the wave coded signal by all of the receiving vehicles in the activation radius; and,

reducing the speed of all of the receiving vehicles in the activation radius in response to the wave coded signal.

77. (previously presented) A method for remotely controlling a vehicles comprising:
remotely transmitting a wave coded signal so as to cause the vehicle to reduce speed; and,
recording the transmitting of the wave coded signal.

78. (previously presented) The method of claim 77 wherein the vehicle comprises a first vehicle, and wherein the remotely transmitting of a wave coded signal so as to cause a vehicle to reduce speed comprises transmitting the wave coded signal from a second vehicle to the first vehicle.

79. (previously presented) A method for remotely controlling a vehicle comprising:
remotely transmitting a wave coded signal by use of a transmitter so as to cause the vehicle to reduce speed;
receiving a deactivation signal from a remote source; and,
deactivating the transmitter in response to the received deactivation signal.